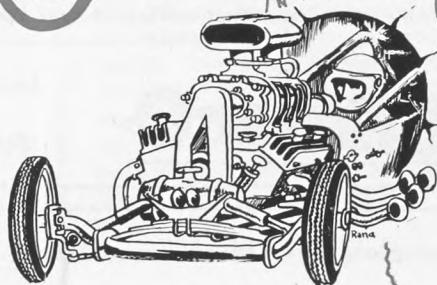


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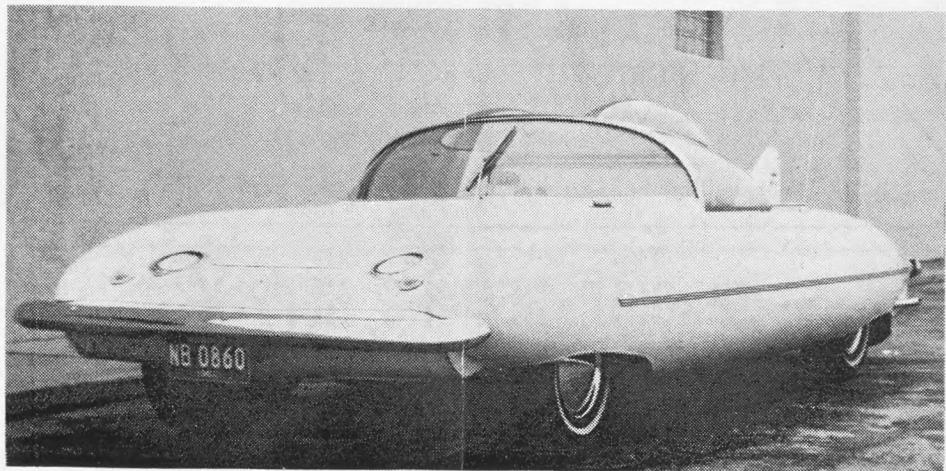


A Publication of the Alberta Provincial Hot Rod Association

Vol. 3 - No. 1

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January-February, 1963



The Frank Thomas Special, a hand-built dream car, is featured as Car of the Month in this issue. Photos and story on pages 7 and 6.

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Autorama '63

**The Benchracer's Car Show in
Edmonton, June 14 and 15, 1963**

THE BENCHRACER

A publication of the Alberta Provincial Hot Rod Association to promote hot rod activities in Western Canada.

VOLUME 3 NUMBER 1
JANUARY-FEBRUARY, 1963

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EDITORIAL

The Clutch-Off . . .

New Things For '63

By John J. Chalmers



This is it! A new version of The Benchracer for 1963! Since July, 1961 when Dale Stauffer published the first issue of The 'Racer, we have increased our number of subscribers and kept up with the hot rod scene in western Canada by featuring some of the top western Canadian hot rods, by giving photo coverage and results of car shows, and by printing news of rodding activities throughout the prairies.

As The Benchracer, which is now Canada's only monthly rodding magazine, enters its third year of publication, we have tried out many new ideas. Foremost, our new cover, designed by our

cartoonist, Rand, is a little more spectacular than the old one. The dragster on the cover blasting out of the outline of the province of Alberta is the official insignia of the Alberta Provincial Hot Rod Association. Another change is the dateline of each issue. You will note that this is the Jan.-Feb. issue instead of being simply the January issue. This doesn't mean that we have cut down to bi-monthly publication. The 'Racer will still roll off the press every month, but as it is printed near the end of each month, the new dateline corresponds more with the time of publication. We hope you like the new look! I predict that 1963 will be the biggest year ever for rodding in western Canada, and the 'Racer will keep up to date with all aspects.

Plan to take in "Autorama '63," the Benchracer's own car show in the Sales Pavilion in Edmonton on June 14 and 15. A great array of trophies will be given away, and good tow money will be paid to all out of town entries. Send for entry forms and show particulars anytime; we'll be glad to mail them to you as soon as they are printed. Two features of our show will be T-shirt painting by Rand and the Benchracer display, and "Soapy" Service, our Red Deer correspondent who is also a sign painter, will be on hand to provide free professional posters for any entries not having them. We also hope to have a lot of cars on display that have been featured as the Benchracer Car of the Month.

Don't forget the 1963 Alberta Provincial Hot Rod Association's 4th annual conference to be held on April 20, the only conference of its kind in Canada. All clubs, including out of province clubs, wishing an invitation can write to the 'Racer and we'll put your name on the list. The conference will be held in Calgary, and we'll keep you informed of all particulars in future issues of the Racer.

In the meantime, have a good year, and we'll see you at the car shows.

Piston Slap

by Hammy

. . . A brand-new year and a brand-new 'Racer which we hope will meet with your approval. As we here at the 'Racer are getting busy with new plans for the magazine and for our upcoming "Autorama '63", so are all of the racers and hot rodders starting to build or think about building. Among these are Ken McLean and Bob Cantin who will finish off and run the flathead-powered dragster originally built under the banner of the Roadents. Possibly an I.T. blower will be added to the 296-incher, which should help a little! At the moment though, each of these fellows is more concerned with his own machine, which in Bob's case is a Deuce three-window, and for Ken, it's a T roadster pick-up originally built by Dan Sorenson, and was featured in Car Craft Magazine many moons ago. Bob's Deuce will receive a 327 Chev, while Ken will hang onto his head and re-install a DeSoto in the T . . . Also busy at work building a T pickup are Graham Heath and Eugene Tomkow. A square tubing frame will hold a Chrysler engine and Ford running gear with completion time set for late spring . . . Ray Peets is back at his original love, stock car racing. Although his plans aren't altogether known it is rumored that he and an unidentified partner will build a car around the 301 Chevy engine that ran in Geoff Goodwin's dragster last year . . . Sticking on the subject of stock car racing, another change made official was the allowing of tube frames. This of course is not too new, as Eric VanCamp got around the rule not allowing tube frames by slinging a set of T rails along the bottom of his frame. With Edmonton included in a racing circuit with such cities as Vancouver, Victoria, Boise, Spokane, and Seattle, it looks as if next year might be the biggest yet for stock car racing in this city; we hope the same holds true for drag racing. Many including 'Racer staff members feel this is the year drag racing will either fall by the wayside or forge ahead in Edmonton in 1963. We hope the new executive headed by Geoff Goodwin will enthusiastically tackle the job of procuring a drag strip for Edmonton . . . A few cars than ran and won last year won't be the same

physically next year. Under this category come the 327-powered automatic '62 Chev owned by Don Albers, Pete Wratschun's 327 Gasser, Pop Chalmers' gasser and Gary Kangas' altered. Albers has put a 283 in his '62 and is talking Corvette for the 327. Wratschun and Chalmers have combined on a Willys gasser with Pete's engine and Pop's running gear. Incidentally, this is a beautiful engine valued by Pete at close to 2000 dollars. You can understand this when you total up the prices of some of the equipment used: Dempsey Wilson roller cam, Sheiffer clutch assembly for example. Pete's old 1940 Chev was sold to Gary Kangas who will install the 283 from his T altered in it . . . Another gasser to look out for at the strips next year is Leo Martyn's wild Willys which will probably run a large Olds engine. Leo already has a 6-71 blower and Hilborn injection for the car. Jerry Kohut claims he is going to wipe out everybody next year in his class with his '53 Ford sedan, and is at present building wild headers and traction bars. . . . Who says The Benchracer isn't expanding? We now have a reader in the far away land of Kuwait. He's old-time Edmonton hot rodder, Dave Kew, who will be best remembered for his dragster partnership with Boone, and his love for Buicks. Dave will be in Kuwait for at least a year working for an oil concern. We wish him the best of luck. How 'bout a letter on the vehicle situation over there, Dave? . . . In the meantime, our editor has set another deadline for himself, and swears he will have his stock-bodied, flathead-powered 1932 Ford coupe finished by the time the next 'Racer comes off the press. We'll see.



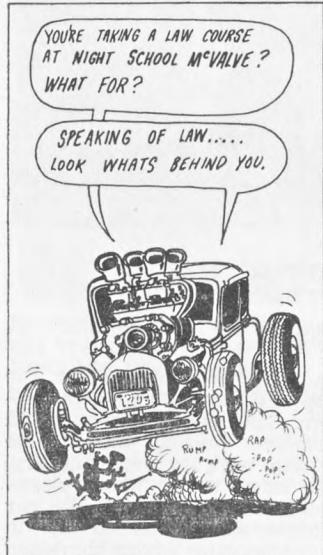
Cost: Fifty cents per insertion for 25 words, plus name and address. Pictures \$2.00 extra.

WANTED—2 or 3 carb intake manifold for 1949-54 Ford flathead V-8. George Kuenzig, Box 31, Smeaton, Saskatchewan.

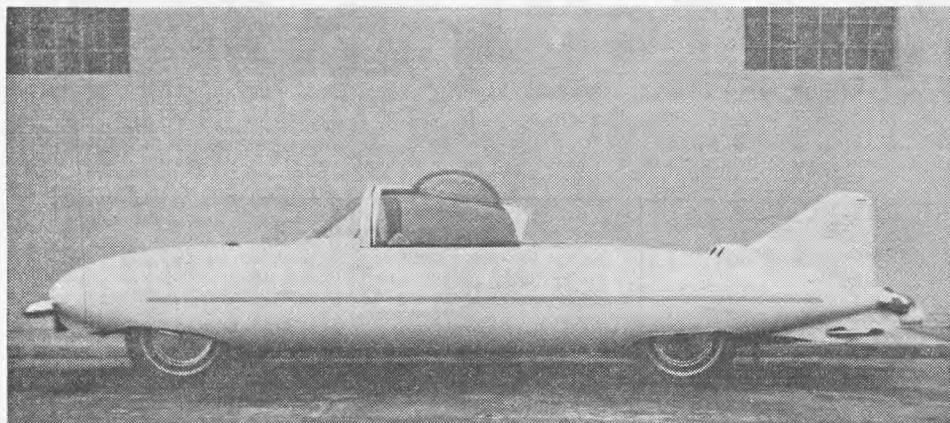
—continued on page 7

Out to Lunch

by Rand



CAR OF THE MONTH



The Frank Thomas Special

Photos and Story by John J. Chalmers

Frank Thomas, a former pilot-engineer with the Royal New Zealand Air Force in World War II, is the creator of our first feature car in 1963, the Frank Thomas Special, one of the very few cars to be built in western Canada which would fall into the "dream car" category. Thomas, who recently moved from Calgary to Edmonton, is now doing commercial flying for an oil company, and has incorporated many aircraft ideas into his advanced-styling automobile, which was built to comply with the Alberta government Department of Highways specifications required on such hand-built cars.

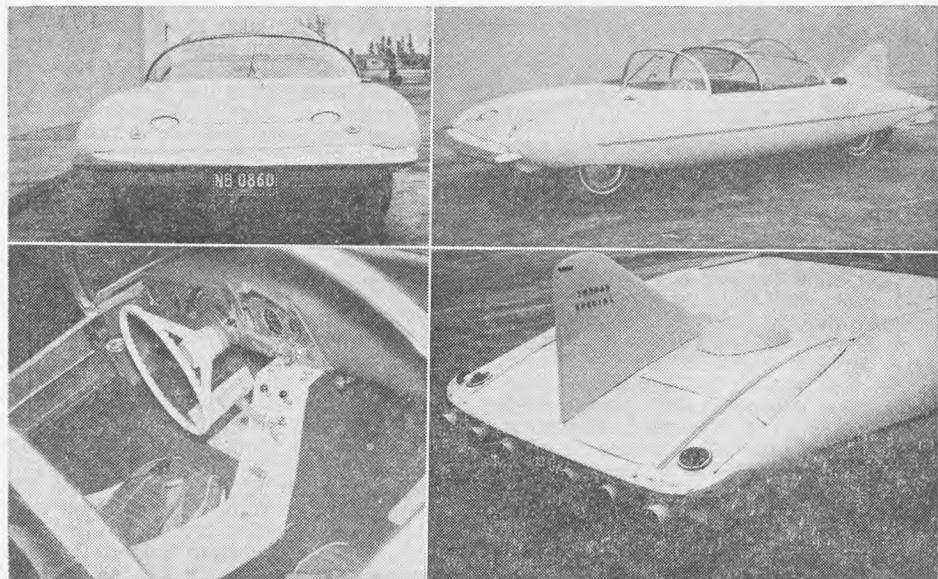
Frank started with a Corvair chassis which has been extensively modified to improve ride and handling, resulting in a car which can make a U-turn at forty miles per hour! Power is at present provided by a stock 1962 Corvair engine which will eventually be boosted with a turbo-charger. The car, designed and built by the owner, features a space-age aluminum body, which is designed to be built from a five-piece fibre glass assembly, should the car go on a production scale. Corvair bumpers protect each end of the car which has uni-body construction and weights only 1,925 pounds.

One of the most noticeable features, aside from the radical body, is the car's completely transparent top. Front part of the top is made from a modified General Motors car windshield, and the rear part is formed from Ansen aircraft

nose bubbles. On a production scale, the plexiglass top will have a somewhat different design. An electrically-operated power mechanism moves the bubble part of the top back to permit entry, and a single large wiper blade cleans the windshield. The interior of the car features bucket seats dressed up in pleated red leatherette, which combined with the red floor rugs, contrasts nicely with the white paint. On the dash, aircraft instruments again reflect the owner's love of flying and his experience as a pilot.

Retractable power-operated aircraft landing lights serve as headlights and lie flat when not in use, so as to blend in with the car's smooth lines. Chrome wheel discs and a single chrome side strip add a little glitter to the car, while a single, large decorative rear fin breaks up the expanse of the rear deck, and keeps in line with the car's futuristic appearance. Removable rear deck panels provide access to the engine compartment and dual air scoops, one on each side of the tail fin, direct air to the engine.

One year spent in designing the car, plus a year and a half building it, has resulted in an automobile that displays imagination and technological advances throughout. Exceptional handling ability combined with the startling appearance, makes the car a treat to drive, and it draws crowds everywhere within minutes after it is parked. The Frank Thomas Special is truly a credit to its owner and a tribute to the automotive enthusiasm of western Canada.



Retractable head lights fold back when not in use. Car is less than 4' high, and looks low from any angle.

Power-operated canopy slides back to permit entry. Gas filler cap is located on top of left front fender.

Interior features aircraft-type bucket

with 1955 blown Dodge V-8, 6-71 GMC blower, 4 Stromberg 97 carbs, Joe Hunt Vertex magneto, Racer SELI —1931 Ford roadster, equipped Brown cam and kit, Jahns blower pistons, Grant rings, completely balanced. Roadster has 16 coats of Cordovan laquer, rolled and pleated upholstery, chromed undercarriage. This car won sweepstakes, best paint, and engineering awards in 1961 Vancouver motor show, and also won class and upholstery awards in Victoria show. Has also won class and engineering trophies in 1962 Vancouver show. Was featured in December, 1961 Hot Rod Magazine and in the 1962 Hot Rod Yearbook. Roadster is in perfect condition and has been run very little, although it performs very well on the street. It has been dragged only once (106 mph, 13.43 sec.) at Arlington, Wash., where it holds street roadster record. Has all safety features to pass NHRA tech inspection. \$5500.00 invested, asking only \$2500.00. Enquiries greatly appreciated. Dave Shorter, #9-812 Chesterfield Street, North Vancouver, B.C., Phone YU 5-1575.

SELL—Vertex magneto, set up for use on Chev. V-8. Used one year on Goodwin-Peets dragster. Full warranty.

seats with safety belts, control console, and padded dash with aircraft instruments.

Twin air scoops direct air to engine. Rear fin and six tail pipes are for effect. Exhaust actually exits from chrome pipes on either side at rear.

Will also sell Model A and Model T generators, starter motors and brushes for same. Also complete Model A running gear, engine, and transmission, 2 Model T fenders and new Ford flathead coils. Duke Knopp, 9711-66 Ave., Edmonton, Alberta. Phone 433-8665.

SELL—1962 Impala Super Sport Chevrolet 2-door hardtop, 409 h.p. engine with dual 4-barrel carbs and 4-speed trans. Complete with bucket seats, safety belts, and exhaust cut-outs. Twilight Turquoise in color, and is in perfect condition. Ray Hamans, 9904-144 Street, Edmonton, Alberta. Phone HU 8-3949.

SELL—1934 Ford 3-window coupe less engine and trans. Bobbed rear fenders, channeled 10" front, 7" rear. All white-walls, 6.40x15 front, 8.20x15 rear. Roll bar and scatter shield included. Juice brakes, good glass. Keith Falconer, c/o The Benchracer, or phone GA 2-1078.

WANTED—A pair of bucket seats to fit in a 1956 Meteor. They must be larger than Volkswagen seats. **SELL**—Body parts for 1957 Cadillac 2-door hardtop. Earl Gehl, 813 Powley St. N.E., Swift Current, Saskatchewan.

RODDIN' AROUND . . .

Calgary

With the advent of winter, drag racing has stopped, but Calgary Rodders have found other activities. For instance, two rodding groups in the cowtown, the "Classics" and "North Hill Rod Shop" met head on in a broom ball game, with the Rod Shop coming out on top with a 4-0 score, and winning three cases of Alberta's finest (ginger ale, of course).

Jim Shaw, well-known throughout Alberta for his fine custom upholstery jobs, is now residing in Calgary and continues with the upholstery business at Deluxe Auto Trim. Charlie Wallator, a Rod Shop member also works at Deluxe. Jim is restoring a "T" truck and is working on a '59 Olds-powered "T" roadster. Don Smith's blue T-Bird recently received a complete custom white-pleated upholstery job from Mr. Shaw.

Red Deer

Plans are progressing for the Igniters 5th annual Car Show and Red Deer rodders continue with their usual engine swaps and horse (power) trading. "Fudd" is working on a pick-up truck rod. Larry Bergen's Model A coach is near completion, while Brian Clement, Fred Ladwig, Morris Baile and Colin Mills are getting together a racing team to hit the drags with an A/Gasser in the coming season, and "Soapy" Service has grafted a Studebaker box onto his '40 Ford truck. Doug Hall, who shook everybody up last year by producing an Olds-powered 1947 purple Pontiac hearse, has done it again by teaming up with Fred Chrunyk and converting the hearse into something resembling an El Camino by chopping off the roof and shortening the body by four feet!

Edmonton

The Capital City Hot Rod Association has just elected its 1963 executive. New President Geoff Goodwin, who was last year's treasurer, heads the list, while Jim Martin, also a former treasurer, sits in as Vice-President. Tony Allinson, last year's president, is now serving as Treasurer. John J. Chalmers was elected by acclamation to his fourth term as Secretary. Additional executive members are Mike Jones, Keith Falconer, Ray Hamans, Neil VanDomeslaar, Boots Cooper, Duane Wade, and Bob Hamilton.

Saskatoon

The Draggin's continue planning their show, the first of the year on the prairie

show circuit, to be held on April 13. The Draggin's hope to attract the top show cars on the prairies to their show to compete together in the same show. The Draggin's ice drags planned for this winter have been delayed so far by bad weather, but will be held when weather permits. Meanwhile, some feature stories are underway in Saskatoon to feature some of that city's fine cars in future issues of the 'Racer.

Winnipeg

The Winnipeg Roadsters remained active around Christmas time by delivering Christmas hampers to needy families, making their annual donation of toys to the Children's Hospital. Since then the club has started going ahead with plans for their fourth annual Autorama car show to be held in the Winnipeg Arena on May 31 and June 1st. Classes will be similar to last year with additional trophies for unfinished Canadian rod and custom entries. Further information and entry blanks for the show can be obtained from the Winnipeg Roadsters, Box 42, St. Vital 8, Manitoba.

Los Angeles

The Winternational Rod and Custom Show and the Winternational Championship Drag Races, both events sponsored by the NHRA, are scheduled for February. Dates of the show are February 7 to 10 at the Great Western Exhibit Center, Los Angeles, and the drags will be held in Pomona on February 15 to 17. Anyone wishing entry forms or further details may write Winternationals, 1171 No. Vermont Avenue, Los Angeles 29, California.

Drop Us a Line!

If something is on your mind that you would like to know, or if you have an opinion to voice regarding the hot rod scene, let us know about it and we'll give you a chance to voice your opinion in the 'Racer.

If you have a good custom or rod that you would like to see featured in the 'Racer, send us some good photos and complete details of the car and we may select it as the Car of the Month. Photos can be returned after they are used, if requested.

The 'Racer gives complete coverage on all western Canadian car shows and rodding activities. Subscribe today and keep up to date on western rodding . . . 1963 is a big year for car shows . . . see them in the 'Racer.

COLD WEATHER STARTING TIPS

By W. C. Sherman

During the winter months, many parts of western Canada experience severe weather with temperatures dropping as cold as 20 to 40 degrees below zero. This extremely cold weather handicaps many drivers who are not in a position to leave their cars in a heated garage, or those who do not have block heater facilities. Failure to start in these extreme temperatures is generally due to one or a combination of the following reasons.

1. A high viscosity oil in the crankcase will cause your motor to be stiff, thus preventing the engine from reaching proper starting speed. In sub-zero temperatures, no higher than SAE 10 weight oil should be used, and in extreme sub-zero temperatures, SAE 5 oil is recommended. No difference exists in engine protection between SAE 5 and SAE 10 oil. However, oil consumption goes up and the tendency of the oil to oxidize becomes greater with a lower viscosity oil.

2. Another must for cold weather starting is a starter in good condition. If the starter draws too much current there will not be enough juice left to properly saturate the coil, thus causing a weak spark. Starter draw can be checked with a starter current indicator. This test should be conducted with the engine at normal temperature. Worn bushings, dirty or out-of-round commutator, worn brushes, and bad connections will cause an abnormal reading. If your starter is one with a Bendix-type engaging device on it, excessive

grease or oil on the shaft will sometimes prevent it from engaging at these temperatures. This can be overcome by removing and cleaning or by engaging the starter while the engine is still warm the previous night. To do this simply touch the starter button with the ignition turned off. While we're on the subject of electricity, I might add that it's a good idea to keep the battery inside overnight. A warm battery has much more power than a cold one. Also make sure that your battery is of sufficient capacity to satisfy your car's needs. Finally, a battery charger is a good investment, and will reward the motorist by giving longer battery life and saving the cost of re-charging when the battery becomes run-down.

3. The use of first-grade gasoline helps considerably, due to better ignition qualities. The anti-icing compounds present in No. 1 gasoline assure proper vaporization in your carburetor venturi. I would also suggest buying your gasoline from a dealer who has a relatively large volume of sales. This reduces the possibility of purchasing water with your gasoline. An electric fuel pump assures a full float chamber in the carburetor before you push the starter button, thus eliminating added strain on the battery which is inherent with mechanical pumps.

Aside from meeting these requirements, your engine should be in good tune and compression should be adequate and not vary more than 15 pounds between cylinders.

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Free copies of the illustrated "Revell How-To" booklet which gives hints on model car building and list of Revell custom parts available. Offer good only until February 22.

The APHRA rule book. Build your rod in compliance with class requirements and safety specs. This rule book is used at all drag races throughout Alberta. Price 25 cents each.

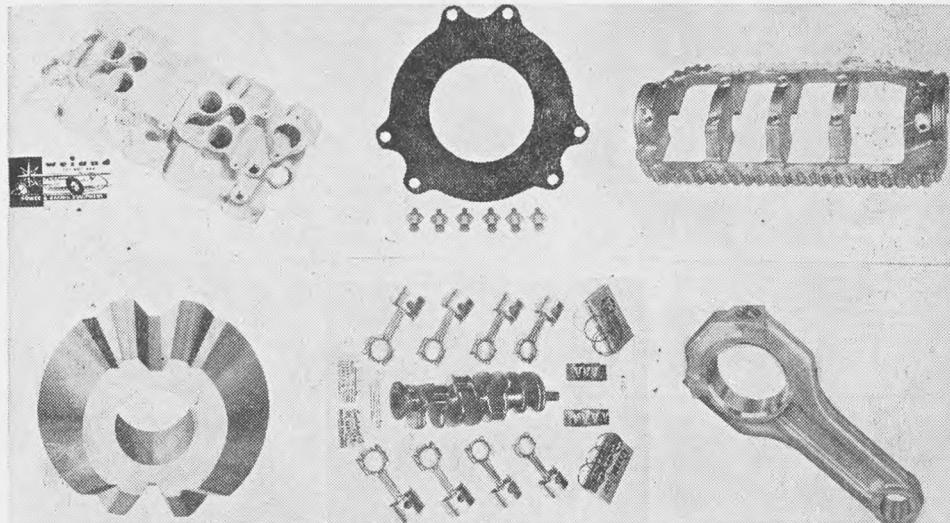
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Weber Clutch Floater Plate Kit is cast of Magna-Siliconese metal which gives improved grip, more traction and longer life. Kit consists of floater plate and 6 hold-down spacers with high-tensile cap screws, is available for 10 and 11-inch clutches only. Only \$35.00. Send 50c for complete catalog to Weber Speed Equipment, 310 South Center Street, Santa Ana, California.

Ansen's original Posi-Cap, a solid one-piece aluminum bearing cap for Chev and Chrysler engines, replaces all stock main bearing caps, and eliminates pulling engine block webs and crankshaft breakage. No special tools, or machine work are needed, and stock oil pan is used. A must for competition engines. \$98.00 with installation kit. Ansen Automotive, 6317 South Normandie Ave., Los Angeles, California.

Now you can lock and unlock both rear wheels at will, in minutes, by simply replacing the standard spider gears with these steel Quick Lock Gears. The change can be made from locked to standard gears in minutes. For all model cars and rear ends. \$16.95 per pair. Ansen Automotive, 6317 So. Normandie Ave., Los Angeles 44, California.

Crankshaft Company's latest Guaranteed Welded Stroker kit for 413 Chrysler engines features a choice of strokes, shot-peened to resist fatigue, grooved mains, and hard-chromed at extra cost. Kit comes with choice of rods, pistons and rings. May be purchased complete or in parts. Send 50c for new catalog, cubic inch chart and decal to Crankshaft Company, 1422 So. Main Street, Los Angeles, California.

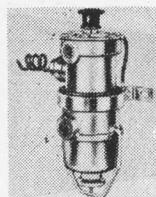
Howard's forged aluminum rods are lighter, stronger, and dissipate heat. They are competition-proven with both gas and fuel. Set of 8 rods for Chev are only \$138.95, and \$179.50 for other engines. Howard's Racing Cams, 10122 South Main St., Los Angeles, California.

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